microbiological criteria in establishing meat and poultry products safety performance standards.

DATES: May 18–19, 1995.

ADDRESSES: Georgetown University Conference Center, 3800 Reservoir Road, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Dr. Robert Brewer, Staff Officer, Epidemiology and Emergency Response Program, FSIS, USDA, (202) 205–0293.

To register to attend, call Ms. Becky LaQuay or Ms. Pat Baker at (202) 205–0293.

SUPPLEMENTARY INFORMATION: On February 3, 1995, FSIS published a proposed rule ''Pathogen Reduction; Hazard Analysis and Critical Control Point (HACCP) Systems'' (60 FR 6774). In that document, the Agency proposed a number of regulatory changes applicable to Federal- and State-inspected meat and poultry establishments. The proposed changes are designed to reduce the occurrence and numbers of pathogenic microorganisms in meat and poultry products, thereby reducing the incidence of foodborne illness associated with the consumption of these products.

In the proposed rule, FSIS stated that public meetings would be held with the regulated industry and interested parties to foster the development of beneficial new food safety technologies. Therefore, FSIS is holding a scientific/technical conference to explore the use of microbiological criteria for developing food safety performance standards for meat and poultry products.

The conference, ''An Evaluation of the Role of Microbiological Criteria in Establishing Food Safety Performance Standards in Meat and Poultry Products,'' will be held on May 18–19, 1995, at the Georgetown University Conference Center, 3800 Reservoir Road, Washington, DC 20057 (202) 687–3200. The conference will begin each day at 8:00 a.m. and end at 5:30 p.m.

Conference Agenda

The conference will consist of four sessions, as follows:

Session I: ''Review of the Green Book, 'An Evaluation of the Role of Microbiological Criteria for Foods and Food Ingredients' ''

Several members who served on the Subcommittee on Microbiological Criteria for Foods and Food Ingredients will present papers reviewing the Green Book's concepts and recommendations applicable to meat and poultry products.

Session II: ''Current Food Safety Issues and Logic for Using Microbial-based Performance Standards''

Invited speakers will review current food safety issues, including emerging pathogens, and the logic for microbial-based standards (criteria or targets) as a verification of HACCP systems.

Session III: ''Basis for Establishing Criteria for Food Safety Performance Standards''

Invited speakers will discuss the basis for setting criteria (i.e. public health-based standards versus technology-based standards) and data needs for developing meaningful performance standards, such as sentinel-site surveillance.

Session IV: ''Synopsis of Conference Proceedings''

Panel members will summarize major issues and points of the proceedings. The public will be provided an opportunity to make comments and ask questions.

Dr. J. Glenn Morris, Jr., Director, Epidemiology and Emergency Response Program, FSIS will moderate and be joined by a panel consisting of: Dr. Douglas Archer, Department of Food Science and Human Nutrition, University of Florida; Dr. Robert Black, Department of International Health, Johns Hopkins School of Hygiene and Public Health; Dr. Sherwood Gorbach, Community Health and Medicine, Tufts University School of Medicine; and Dr. Morris Potter, Center for Disease Control and Prevention, Division Bacterial and Mycotic Diseases.

A report will be prepared that summarizes the conference's processing. This report will include general conclusions on the use of microbiological criteria for developing food safety performance standards for meat and poultry products. The report and transcripts of the conference will be available in the FSIS Docket Clerk's Office, Room 4352, South Agriculture Building, Food Safety and Inspection Service, U.S. Department of Agriculture, Washington, DC 20250.

Attendance and Hotel Reservations

Seating space at the conference is limited. Please call Ms. Becky LaQuay or Ms. Pat Baker if you wish to attend the conference (see **FOR FURTHER INFORMATION CONTACT**). People attending the conference will be responsible for making their own hotel arrangements. A limited number of rooms are available at the Georgetown University Conference Center. To make reservations call 1–800–446–9476.

Done at Washington, DC, on: April 12, 1995.

Michael R. Taylor,

Acting Under Secretary for Food Safety.

[FR Doc. 95–9613 Filed 4–18–95; 8:45 am]

BILLING CODE 3410–DM–P

DEPARTMENT OF ENERGY

Office of Energy Efficiency and Renewable Energy

10 CFR Part 490

[Docket No. EE–RM–95–110]

RIN 1904–AA64

Alternative Fuel Transportation Program

AGENCY: Office of Energy Efficiency and Renewable Energy, Department of Energy (DOE).

ACTION: Correction to Notice of Proposed Rulemaking.

SUMMARY: This document contains corrections to the Notice of Proposed Rulemaking that was published Tuesday, February 28, 1995, 60 FR 10970, FR Doc. 95–4764. The notice of proposed rulemaking relates to the alternative fueled vehicle acquisition requirements for States and fuel providers that becomes effective by operation of law on September 1, 1995, when model year 1996 begins.

FOR FURTHER INFORMATION CONTACT: Kenneth R. Katz, Program Manager, Office of Energy Efficiency and Renewable Energy (EE–33), U.S. Department of Energy, 1000 Independence Ave., SW., Washington, DC 20585, (202) 586–6116.

SUPPLEMENTARY INFORMATION:

Need for Correction

As published the notice of proposed rulemaking contains errors which may be misleading and are in need of clarification.

Correction of Publication

Accordingly, the publication on February 28, 1995 of the Notice of Proposed Rulemaking, which was the subject of FR Doc. 95–4764 is corrected as follows:

1. On page 10972, in the third column, first paragraph, delete the word ''underscored'' in the last sentence.

2. On page 10973, beginning in the second column, paragraph 4. is corrected to read as follows:

4. Reformulated gasoline. Although percentages can vary to a small degree, it is the Department's understanding that reformulated gasoline is comprised

of over 90 percent petroleum on an energy equivalent basis. Reformulated gasoline is an enumerated ''clean alternative fuel'' in section 241 of the Clean Air Act. 42 U.S.C. 7581. It is not mentioned at all in the definition of ''alternative fuel'' in section 301 of the Energy Policy Act of 1992. Section 301(2) provides as follows: the term ''alternative fuel'' means methanol, denatured ethanol, and other alcohols; [mixtures containing 85 percent or more (or such other percentage, but not less than 70 percent, as determined by the Secretary, by rule, to provide for cold start, safety, or vehicle functions) by volume of methanol, denatured ethanol, and other alcohols with gasoline, or other fuels]; natural gas; liquefied petroleum gas; hydrogen; coal-derived liquid fuels; fuels (other than alcohol) derived from biological materials; electricity (including electricity from solar energy); [and any other fuel the Secretary determines, by rule, is substantially not petroleum and would yield substantial energy security benefits and substantial environmental benefits].

3. On page 10973, third column, first full paragraph following paragraph 4., the first sentence is corrected to read as follows:

Each of the above bracketed phrases sets forth limited authority for the Department to add fuels to the definition of ''alternative fuel.''

4. On page 10990, second column, in Appendix A To Subpart A of Part 490, ''Metropolitan Statistical Areas/ Consolidated Metropolitan Statistical Areas with 1980 Populations of 250,000 or more,'' add the following Metropolitan Statistical Areas in alphabetical order:

Duluth MSA MN–WI
Johnstown MSA PA
Kalamazoo-Battle Creek MSA MI

Thomas J. Gross,

Deputy Assistant Secretary for Transportation Technologies, Office of Energy Efficiency and Renewable Energy.

[FR Doc. 95–9693 Filed 4–18–95; 8:45 am]

BILLING CODE 6450–01–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94–NM–167–AD]

Airworthiness Directives; Mitsubishi Model YS–11 and –11A Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to Mitsubishi Model YS–11 and –11A series airplanes. This proposal would require the implementation of a corrosion prevention and control program. This proposal is prompted by incidents involving corrosion and fatigue cracking in transport category airplanes that are approaching or have exceeded their economic design goal; these incidents have jeopardized the airworthiness of the affected airplanes. The actions specified by the proposed AD are intended to prevent degradation of the structural capabilities of the affected airplanes due to problems associated with corrosion.

DATES: Comments must be received by May 25, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 94–NM–167–AD, 1601 Lind Avenue SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Nihon Aeroplane Manufacturing, Toranomon Daiichi, Kotohire-Cho, Shiba, Minato-Ku, Tokyo, Japan. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California.

FOR FURTHER INFORMATION CONTACT: William Roberts, Aerospace Engineer, Airframe Branch, ANM–120L, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California 90712–4137; telephone (310) 627–5228; fax (310) 627–5210.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 94–NM–167–AD.'' The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 94–NM–167–AD, 1601 Lind Avenue SW., Renton, Washington 98055–4056.

Discussion

In April 1988, a transport category airplane managed to land after tiny cracks in rivet holes in the upper fuselage linked together, causing structural failure and explosive decompression. An 18-foot section ripped from the fuselage. This accident focused greater attention on the problem of aging aircraft.

In June 1988, the FAA sponsored an international conference on aging airplane issues, which was attended by representatives of the aviation industry from around the world. It became obvious that, because of the tremendous increase in air travel, the relatively slow pace of new airplane production, and the apparent economic feasibility of operating older technology airplanes rather than retiring them, increased attention needed to be focused on the aging fleets and maintaining their continued operational safety.

In concert with the objectives that arose from this conference, the ''YS–11 Structures Working Group (SWG),'' was formed in 1990. This group was comprised of representatives of several Japanese airlines and overhaul facilities; Mitsubishi Heavy Industries (MHI), the airframe manufacturer; and the Japan Civil Aviation Bureau (JCAB), which is the airworthiness authority for Japan. It undertook the task of identifying and